

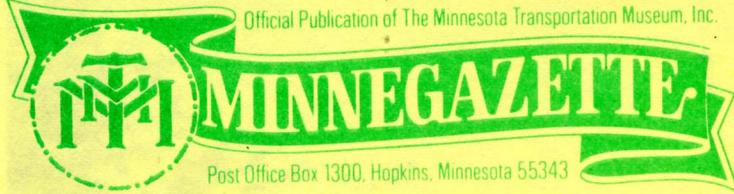


Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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of the Minnesota Transportation Museum Inc.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR
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JANUARY-FEBRUARY 1979

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NOTICE OF ANNUAL MEETING

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM will be held on Tuesday, January 23, 1979, at 8:00 p.m. in the Solarium Room of the Curtis Hotel, 10th St. and 3rd Ave. So., Minneapolis, Minnesota, for the purposes of hearing reports on the operation of the Museum, electing officers for 1979, and transacting such other business as may properly come before the meeting.

REPORT OF THE NOMINATING COMMITTEE

The nominees for the officers of the Minnesota Transportation Museum for the year 1979 are as follows:

President: WILLIAM GRAHAM

Executive Vice-President: ROBERT BALL

Vice-President, Vehicle Operations: MICHAEL BUCK

Vice-President, Construction and Maintenance: GEORGE ISAACS

Vice-President, Vehicle Restoration: KENNETH SNYDER

Vice-President, Education and Publications: JUDY SANDBERG

Vice-President, Public Relations: FREDERIC RHODES

Treasurer: GRANT ARNESON

Secretary: RAYMOND BENSEN, SR.

At the annual meeting of MTM, the above slate of candidates will be submitted in nomination for the consideration of those voting members present. In making these recommendations for officers, this committee endorses them as being best qualified to carry out the functions of each respective office, and to advance the goals and objectives of the Museum during the coming year.

The 1979 Nominating Committee

Ray Bensen Jr., Gary Neunsinger, and Walt Strobel

ABOUT THE COVER

One of the first Twin City Lines high-speed suburban cars (1112-1123) photographed in 1905 on the wye at Indian Mounds Park, St. Paul signed for the "Interurban" line. Note the arc headlight then in use for night operation on private right-of-way. Railroad style pilots were not installed on these cars until 1909. While this car order was built for the Lake Minnetonka line during August, 1905, that line opened in September with off-season service on single track. This photo indicates that some cars of this order were thus used on the "Interurban" line during the winter of 1905-1906. During the early years of operation of the "Interurban" line, track on University Ave. was located on a 25 ft. wide sodded boulevard so these cars could have been put to good use.

MEMBER BILL GINGERICH WAS SEVERELY INJURED IN A MOTORCYCLE ACCIDENT LAST OCTOBER. AFTER SEVERAL MONTHS IN THE HOSPITAL BILL IS COMING HOME FOR ADDITIONAL RECOVERY TIME. MTM WISHES BILL A SPEEDY AND COMPLETE RECOVERY.

PRESIDENT'S MESSAGE

The opportunity to serve MTM as President has been especially enjoyable for me. I like to think that we have made some measure of progress and I hope that the past three years have been as rewarding for you as they have been for me.

I do, however, look forward with a great amount of anticipation to doing some of the things in the MTM that I want to do, and not just the things which must be done, at least for a while. I wish to thank all MTM members who have made my job easier and who have assured the continued progress of MTM through their enthusiastic cooperation and support.

I am sure that all will join me in making the incoming officers jobs easier by actively participating in the many MTM activities available. Your efforts are essential to the continued success of MTM.

I hope to see all of you at the January 23rd Annual Meeting. Again my thanks.

Sandy

MEMBERSHIP SECRETARY'S REPORT

On October 23rd your membership secretary mailed a Final Dues Notice letter to 110 delinquent members. The response has been good considering that many members were one to three years delinquent in the payment of their dues. As of December 10th we are dropping from the membership rolls 20 people not reachable through the mail, 41 people whose memberships expired in 1977 or earlier, and are waiting for the responses from 21 people whose memberships expired during 1978. This last group will receive this issue of the MINNEGAZETTE but will be dropped from the membership rolls if we have not received their dues by March 15, 1979. We have a total of 235 members current in their dues payments (paid through December 31, 1978).

Please note the 1979 Dues Payment Procedure sheet included with this issue of the MINNEGAZETTE and forward your dues promptly.

It has come to our attention that some members are moving to a new address and then not receiving their MINNEGAZETTES. Please note that they are mailed third class, and that the U. S. Postal Service will not forward third class mail. MTM can not afford to supply you with missing issues of the MINNEGAZETTE. The answer to the problem is to send me your new address and telephone number at the earliest possible date. I will make every effort to update your MINNEGAZETTE mailing address in time to keep it coming to your new location.

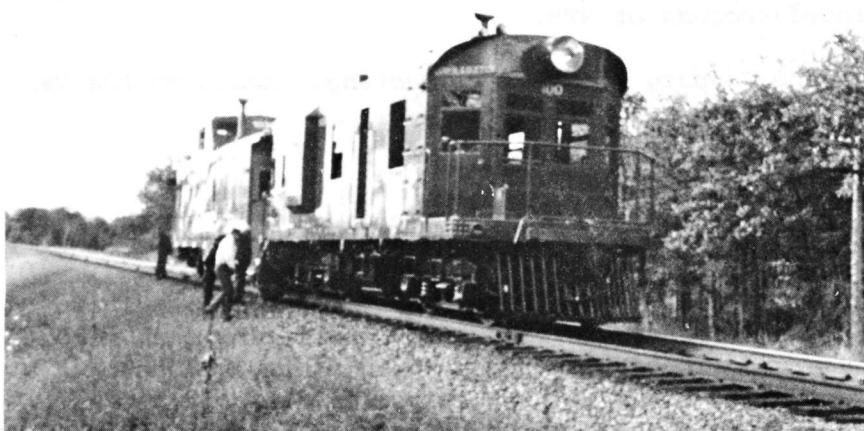
Scott Heiderich
Home phone: 1-612-645-3333

COMO-HARRIET STREETCAR LINE 1978 SEASON ENDS

The final passenger count for 1978 indicates that 35,743 persons rode the scheduled trips with 2,050 persons carried on charter runs. The total ridership was 37,793 persons compared with 50,919 persons in 1977. Now that the road construction at Lake Harriet has been completed, normal activities can be resumed and we look forward to experiencing a better year in 1979.

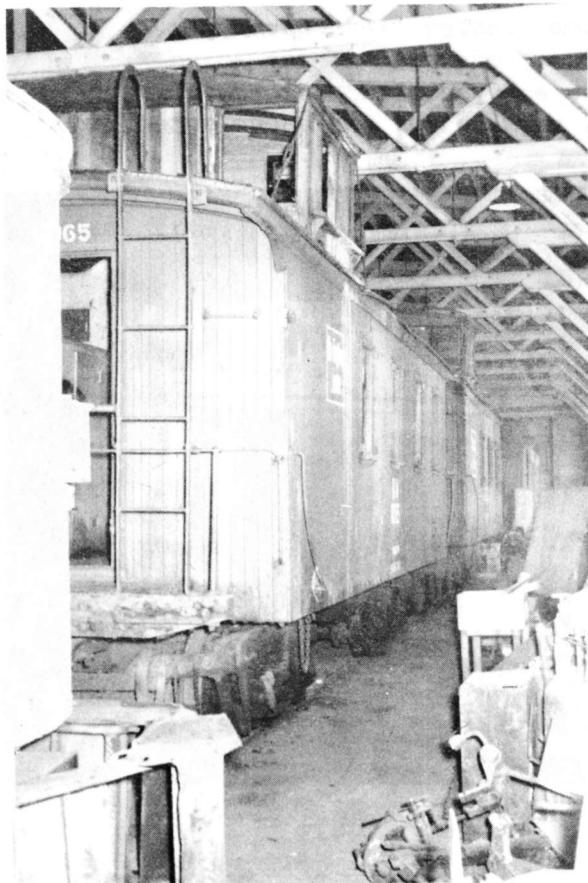
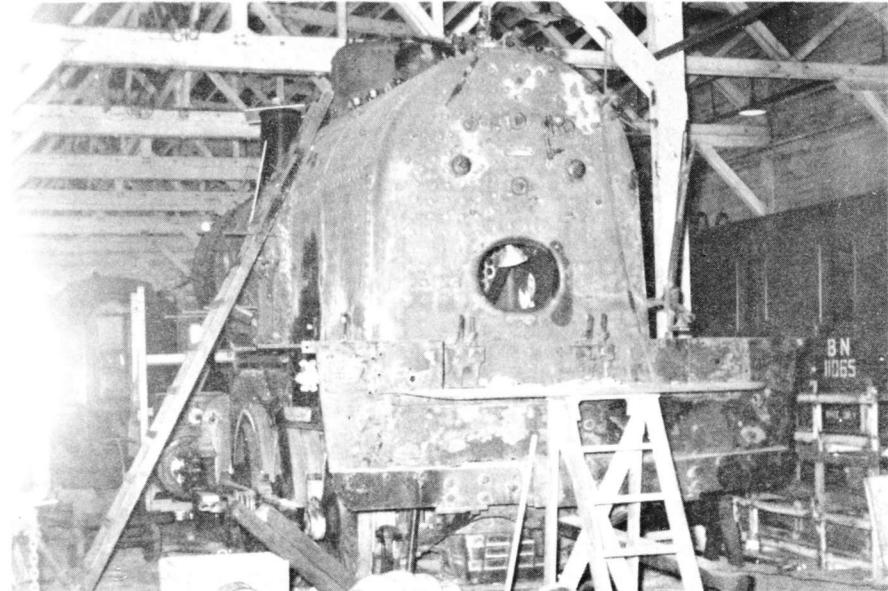
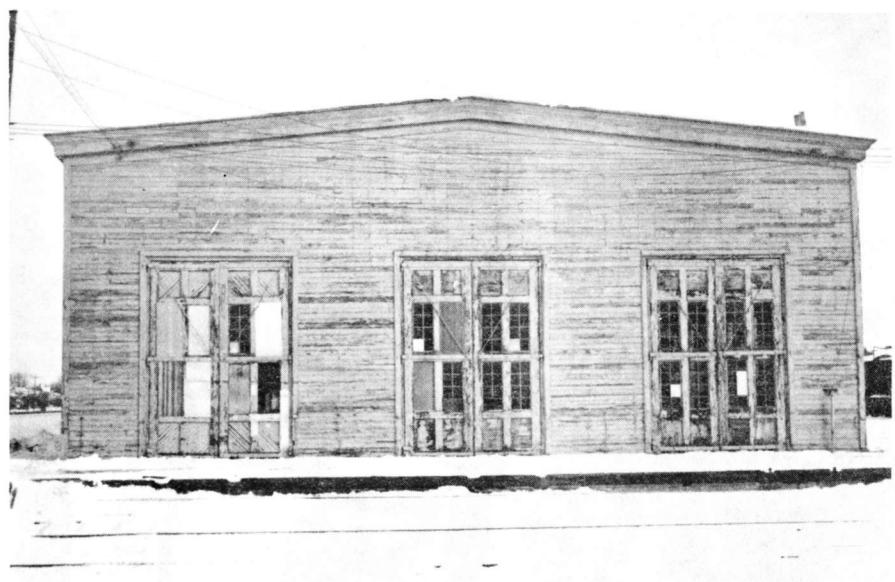
DAN PATCH ELECTRIC LINES LOCOMOTIVE No. 100 ON DISPLAY AT DULUTH MUSEUM

No. 100 is on display at the Lake Superior Museum of Transportation and Industry in the Duluth Union Depot for the next several months. The Burlington Northern Ry. granted permission for No. 100 to operate from St. Paul to Duluth under its own power. Early Sunday morning November 5th, No. 100 with BN caboose 13090 left the Como Shops headed for Duluth. Unfortunately about 15 miles south of Cambridge a traction motor bearing on #4 axle overheated so it was necessary to terminate the run at Cambridge. Bob Renz and Bob Clark dismantled the offending bearing on the spot and had it re-machined at G. E. the next day. Re-installed, the bearing gave no further trouble as a BN switcher pulled No. 100 to the Superior, Wis., roundhouse. On Saturday, November 11th, No. 100 was operated from Superior to the Duluth Union Depot.



These photos were taken Sunday, Nov. 5th. The top photo is the first sign of trouble at mile-post 123. The bottom two photos are at the Cambridge depot. No. 100 was spotted on the house track at the depot during its stay.

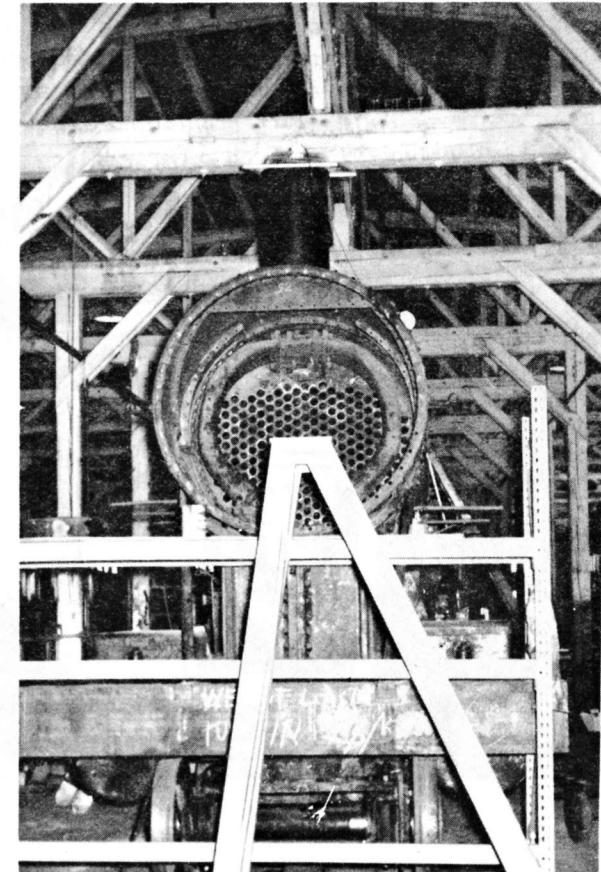


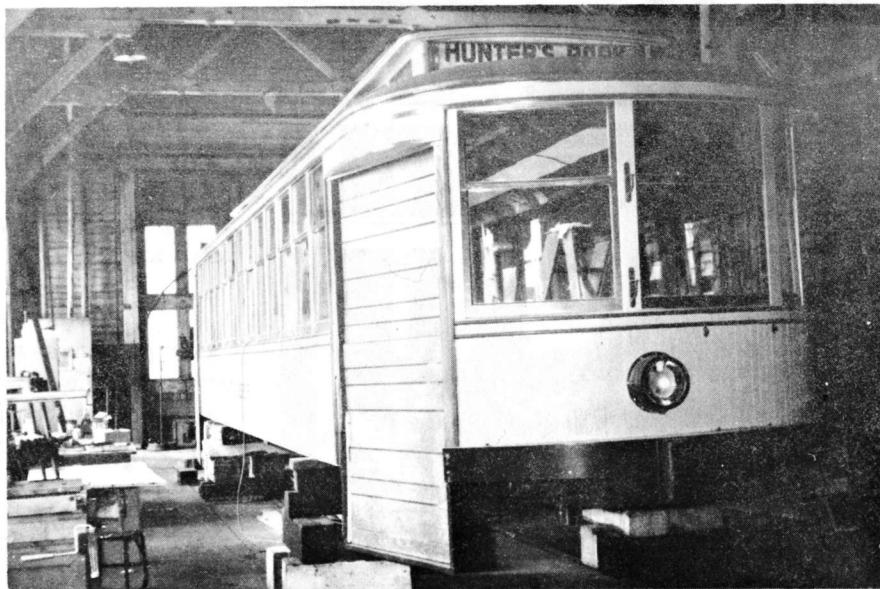


On this page and the next we present our brief pictorial summary of activity at MTM's Como Shops. Above left: the west end of BN's old Freight Car Repair Shop building leased to MTM.

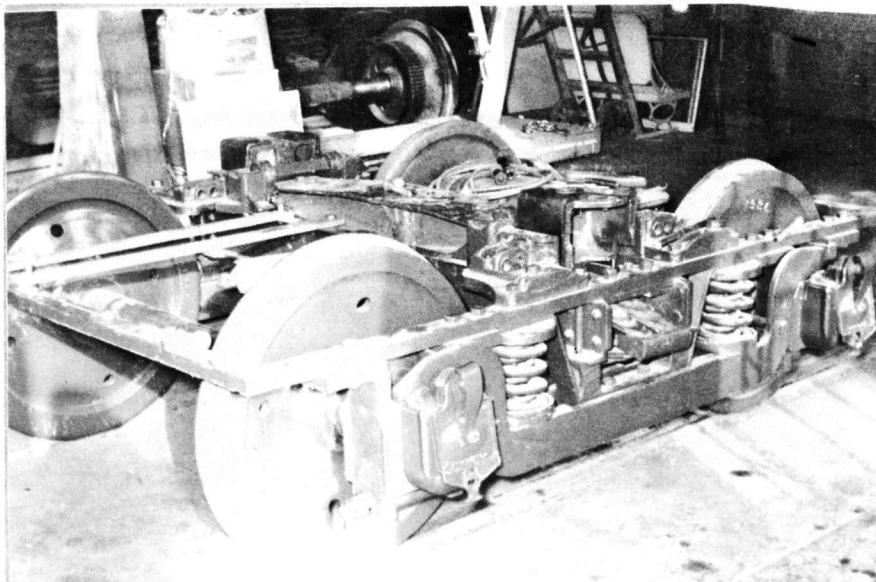
Above and below right: Northern Pacific Ry. 4-6-0 No. 328 is in the process of restoration. It doesn't look like much now; just wait until MTM's skilled and talented craftsmen are finished.

Below left: two ex C. B. & Q. cabooses built about 1868 are to be restored. The BN Ry. is keeping 14287, the older of the two, while 14534 (BN 11065) has been donated to MTM. In the far rear is the body of Mesaba Ry. interurban passenger car No. 10.





The above two photos show the nearly completed exterior of Duluth St. Ry. streetcar No. 265. The interior is presently being worked on with the control wiring and air brake piping yet to be started. Below left: a Chicago Transit Authority elevated car Baldwin trailer truck being rebuilt into a Twin City style Baldwin motor truck for No. 265. Each truck will contain one G. E. 57 (50 h.p.) motor.



Below right: Too good to pass up: Chicago Great Western 4-6-0 No. 509 pulling a south-bound passenger train at Inver Grove, Minn., on March 29, 1940. (from R. C. Beach)





MINNESOTA STREETCAR MUSEUM

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August 2021

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